



2024

KZN Regional Standing Supplementary Regulations

Cross Country Motorcycles Championship



Version 1

15 February 2024

Ref: 163222/157

REVIEW AND AMENDMENTS

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

Modified SSR / ART	Date applicable	Date of Publication	Clarifications

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Note: These regulations are to be read in conjunction with the General Competition Rules (GCR's) and 2024 MSA SA National Cross Country Motorcycles Standing Supplementary Regulations (SSR's).
In the event that there is any conflict between regional and national rules, the national rules shall, at all times prevail.

Link to the 2024 MSA GCR Regulations:
<https://www.motorsport.co.za/publications/>

Link to the 2024 MSA National Standing Supplementary Regulations:
<https://www.motorsport.co.za/regulations-motorcycles/>

1. CONTROLLERS

- 1.1 The controllers of the KZN Regional Cross Country Championship shall be the MSA KwaZulu-Natal Regional Motorsport Committee.
- 1.2 Club championships shall be controlled by the Club organising the "Club Championship".
- 1.3 Where these SSR's refer to a Regional Championship, the Championship referred to is the KZN Regional Cross Country Championship.
- 1.4 Only the National Cross Country SSR's or these Regional SSR's will pertain to the KZN Regional Cross Country championship.

THE CHAMPIONSHIP

2. AIM OF THE CHAMPIONSHIP

The aim of the Championship will be:

- 2.1 To declare an MSA KwaZulu-Natal Regional Cross Country Champion in the following classes:
 - a) Junior 65cc
 - b) Junior 85cc
 - c) Senior 85cc
In the event there are insufficient competitors (6 riders on the start line), to comprise separate classes, the Junior 85cc and Senior 85cc classes will compete as one class. This will be decided at the first event of the Season.
 - d) High School Class
 - e) 200 Class
 - f) Open Class
 - g) Seniors/Vets
 - h) Masters.
- 2.2. To declare a Clubman Bike Champion in the following Classes:
 - a) Clubman Junior
 - b) Clubman Senior
 - c) Clubman Ladies
 - d) Silver Bullets
 - e) Any Club Class the Club may determine

3. CHAMPIONSHIP PARTICIPATION

- 3.1 A Rider may not compete in more than one championship class simultaneously per year.
- 3.2 Should the nominated class be an engine capacity class, then a change in the rider's motorcycle's engine capacity during the competition year will result in an automatic change of competition class.
- 3.3 Points from the previous class will not be carried to the new class.
- 3.4 An age group class will not be affected by a change in engine capacity.
- 3.5 The KZN Regional Cross Country Championship will be open to riders from all MSA Regions to participate in.
- 3.6 Only riders resident in KwaZulu-Natal will be eligible to obtain KZN Regional Colours.

4. **CHAMPIONSHIP POINTS**

Championship points to be awarded as follows:

1: 400	11: 170	21: 80	31: 30	41: 10
2: 360	12: 160	22: 75	32: 28	42: 9
3: 330	13: 150	23: 70	33: 26	43: 8
4: 300	14: 140	24: 65	34: 24	44: 7
5: 270	15: 130	25: 60	35: 22	45: 6
6: 250	16: 120	26: 55	36: 20	46: 5
7: 230	17: 110	27: 50	37: 18	47: 4
8: 210	18: 100	28: 45	38: 16	48: 3
9: 190	19: 90	29: 40	39: 14	49: 2
10: 180	20: 85	30: 35	40: 12	50: 1

5. **CHAMPIONSHIP REQUIREMENTS**

- 5.1. Six events will be held, with all 6 events to count towards the championship – Refer to GCR 233.
- 5.2. There will be a minimum of 60 Regional and Clubman starters in any one event, failing which; the event may be run as a non-qualifying championship event, decided by the Clerk of the Course.
- 5.4 The minimum number of starters in each class shall be an average of six for the season to declare the class a championship class.

ELIGIBILITY

6. **ELIGIBILITY OF RIDERS**

Refer SSR 325 and 330 in the 2024 MSA SA National Cross Country Motorcycle SSR's.

- 6.1. Junior 65 Open to competitors from the year of their 7th birthday, to 31st December of the year in which their 12th birthday occurs
- 6.2 Junior 85cc Open to competitors from the year of their 8th birthday, to 31st December of the year in which their 13th birthday occurs
- 6.3 Senior 85cc Open to competitors from the year of their 13th birthday, to 31st December of the year in which their 15th birthday occurs.
- 6.4 High School Open to competitors from the year of their 13th birthday to 31st December of their 18th birthday
Limited to a motorcycle of 125cc capacity
- 6.5 200 Class Open to Competitors from the year of their 16th birthday
- 6.6 Open class Open to competitors from the year of their 18th birthday
- 6.7 Senior Class Open to riders from the year of their 36th birthday and older
- 6.8 Masters Class Open to riders from the year of their 46th birthday and older

In the event there are insufficient competitors (6 riders on the start line), to comprise separate classes, the Junior 85cc and Senior 85cc classes will compete as one class. This will be decided at the first event of the Season

In the event there are insufficient competitors (6 riders on the start line), to comprise separate classes, the Seniors and Masters classes will compete as one class. This will be decided at the first event of the Season.

- 6.9 Clubmans Junior Open to competitors from the year of their 7th birthday, to 31st December of the year in which their 15th birthday occurs
Motorcycle capacities are limited by age as per 6.12 and 6.13 BELOW
- 6.10 Clubmans & Clubmans Ladies **Motorcycle capacities are limited by age as per 6.14, 6.15 and 6.16 BELOW**
- 6.11 Silver Bullet Any Capacity Motorcycle
- 6.12 Competitors in the year of their 7th Birthday are only permitted to ride a 65cc motorcycle.
- 6.13 Competitors in the year of their 8th birthday to 31st December of the year of their 13th birthday are only permitted to ride an 85cc Motorcycle.
- 6.14 Competitors in the year of their 13th birthday to 31st December of their 15th birthday are only permitted to ride a motorcycle not exceeding a 125cc 2-stroke capacity

- 6.15 Competitors from the year of their 16th birthday to the 31st December of their 17th birthday are only permitted to ride a motorcycle with an engine capacity not exceeding 201cc two stroke and 251cc four stroke.
- 6.16 Competitors from the year of their 18th birthday may ride a motorcycle of any engine capacity.
- 6.17 Any rider wanting to ride outside age capacities set as per 6.12, 6.13, 6.14, 6.15 and 6.16 are required to submit a motivation with proof of previous motorsport experience to karin@motorsport.co.za for onward submission to the Offroad Working Group members for perusal.

7. **ELIGIBILITY OF MOTORCYCLES**

Any motorcycle built for on or off road use, whether built by a recognised manufacturer, or home built, is eligible.

- 7.1 65cc Motorcycles with an engine capacity not exceeding 65cc 2-stroke or 85cc auto or 110cc stroke
(Minimum and maximum wheel size: 12" rear 14" front).
- 7.2 85cc Motorcycles with an engine capacity not exceeding 85cc 2-stroke or 150cc 4-stroke.
(Minimum wheel size: 14" rear, 17" front)
(Maximum wheel size: 16" rear, 19" front).
- 7.3 125cc: Motorcycles with an engine capacity not exceeding 125cc 2 stroke;
- 7.4 200cc: Motorcycles with an engine capacity not exceeding 201cc 2 stroke or 251cc 4 stroke;
- 7.5 Open Motorcycles with an engine capacity in excess of 201cc 2 stroke or 251cc 4stroke
- 7.6 Seniors: Any capacity Motorcycle
- 7.7 Masters: Any Capacity Motorcycle

8. **MODIFICATIONS**

Modifications to the engine gearbox, frame, suspension or any other component is free, provided the safety of the motorcycle is unimpaired and the correct class relating to engine capacity is entered.

SAFETY

9. **SAFETY SPECIFICATIONS - MOTORCYCLES**

Refer SSR 328 of the 2024 MSA SA National Cross Country Motorcycle SSR's

In addition, the following safety requirements are applicable to all motorcycles and quads:

- 9.1. A self-closing throttle must be fitted.
- 9.2. Fuel must be carried in metal or moulded plastic containers fixed to the motorcycle. No fuel may be carried in loose containers. There must be no fuel leaks.
- 9.3. Exhaust gasses must be discharged so as not to raise dust, or in any way to inconvenience a following rider.
- 9.4. The motorcycle to be fitted with an operational KILL SWITCH.

10. **SAFETY SPECIFICATIONS - COMPETITORS**

Refer SSR 328 of the 2024 MSA SA National Cross Country Motorcycle SSR's.

- 10.1 Goggles and spectacles, (if worn), must be made of non-splinterable material.

11. **SAFETY SPECIFICATIONS - COURSE SETTERS / MARSHALS**

Course Setters/Marshalls are required to meet the following criteria.

- 11.1. To carry a full first aid kit at all times.
- 11.2. To carry a minimum of 1 litre of water at all times.
- 11.3. To wear a Marshal's bib at all times.
- 11.4. To have notified the organisers of their presence and have signed an attendance register

PRE EVENT

12. LICENCES

An MSA licence appropriate for the level of championship to be competed in will be required.

- Regional Championship - MSA Regional Licence
- Club Championship - MSA Clubmans Licence
- Leisure Class - MSA Leisure Licence

13. COMPETITION NUMBERS

To be obtained directly from MSA.

Competition numbers should be of a font that is easily read, with each number to stand independently

Refer SSR 329 of the 2024 MSA SA National Cross Country Motorcycle SSR's

14. GPS

14.1. It is required that all Regional Championship riders, both Senior and Junior Riders, compete with a GPS.

14.2. The number of tracks on a GPS affects the number of recorded points for a course. In order to ensure an accurate representation of the course that has been ridden, all previous tracks need to be removed.

The following setting is recommended:

- a) Record method = auto
- b) Recording interval = most often

14.3 Failure to comply with requirement 14.1 will result in a 30 minute penalty at the discretion of the COC.

THE EVENT

15. OBJECT

The object of the event:

15.1 Is to cover as many laps of the course as possible in the prescribed time period, without incurring penalties, on the same motorcycle.

15.2 To test the reliability of the motorcycles and the skill of the participating competitor, as a combined unit.

15.3 Where the combined unit, does not traverse the entire route, a penalty of 30 minutes plus time for the advantage gained will be applied at the discretion of the COC.

16. DURATION

16.1 Junior Event

- a) One-day events run during daylight hours, the duration of which shall be 2 hours.
- b) The 2-hour race time race time is calculated from the start time of the first rider, but may be changed at the discretion of the COC.
- c) No rider taking more than 60% of 2 hours to complete a first lap will be permitted to begin a 2nd lap, but may be changed at the discretion of the COC.

16.2 Senior Event

- a) One-day events run during daylight hours, for not less than three hours. Race may be shortened due to force majeure.
- b) The 3 hours is calculated from the start time of the last regional rider, but may be changed at the discretion of the COC.

16.3 Should the Regional Event be run in conjunction with a National event, the duration of which is determined by the number of Laps to be completed. The Regional lap requirement will be calculated to ensure that an approximate 3 hours of riding time is completed by the Regional competitors. This may be adjusted at the discretion of the COC

16.4 Once the first Regional Rider has completed the required 3 hour race period or the prescribed number of laps, no further regional riders will be permitted to enter the track

17. POSTPONEMENT, ABANDONMENT OR CANCELLATION OF COMPETITION

Refer to GCR's 62, 152 vii), 156 vi), 244 and 273 ii).

In the event of a postponement, abandonment or cancellation of a scheduled meeting or a competition

- forming part of a meeting, the Organisers reserve the right to apply the applicable below stated provision/s:
- 17.1 Postponement - Should an event be postponed prior to the start of the event, and it is possible to reschedule the event to another date, entries already received/lodged for the postponed event will be reallocated to the rescheduled event. If for any reason this is not possible, entry fees may be partially or fully refunded.
 - 17.2. Abandonment - Once an event has officially started, refer to GCR 31 and 261, and is abandoned due to Force Majeure or safety concerns, no entry fee refunds will be made.
 - 17.3. Cancellation - If an event is cancelled for any reason prior to its start, all entries will be partially or fully refunded - refer GCR 244.

THE COURSE

18. THE ROUTE

- 19.1. An ideal course will be set in a closed environment, on timber or sugar cane farmlands, utilising cane breaks, little used farm roads and contour roads, and tracks as well as paths through timber plantations, and venturing into rougher territory, such as river crossings, deep sand, rocky slopes and mud holes for variety.
- 19.2. A Senior course will consist of between 25 and 50 kilometres, depending on difficulty, so that a fast rider will complete a lap in approximately 45 minutes,
- 19.3. An ideal Junior course is 15 to 25km long, taking an average Junior Class rider approximately 30-40 minutes to complete.
- 19.4. The course should provide a test of skill with technical sections alternating at reasonable intervals with speed sections; so that, barring accidents, no rider or motorcycle suffers more than minor damage.
- 19.5. Exceptionally difficult aspects of the course should include an alternate route, which will take longer to complete.
- 19.6. In a Cross Country the opportunity for competitors to travel at maximum speed in top gear must be kept to a minimum. No straight should be longer than 500m.

19. ROUTE MARKING

Refer SSR 339 and SSR340 in the 2024 MSA SA National Cross Country Motorcycle SSR's

- 19.1 Where no obvious path exists, each succeeding route marker will be placed within sight of one another. On obvious routes, for example, paths, roads etc., the markers will be placed not more than 250 meters apart.
- 19.2 Chevron tape will be used on the course to clarify turns and emphasise the route, and to close no-go routes and mark danger areas. When chevron tape is encountered on the course, extra caution must be taken, until its purpose for being there, is obvious to the rider.
- 19.3. Any object considered dangerous or hazardous will be marked with multiple Day-Glo stickers and/or chevron tape. (Often referred to as a "Christmas Tree").
- 19.4. A course may only be re-routed at the instruction of the Clerk of the Course.
- 19.5. Where an alternate route has been set, this will be marked with Dayglo Markers that are neither Red, Orange nor Green.

20. ROUTE SETTERS AND ASSISTANTS / MARSHALS

- 20.1 Competitors may organise an event and will not be precluded from competing in that event.
- 20.2 Competitors who assist in marking or developing a course, may do so only once in a year.
- 20.3 The names of these organisers must be submitted in writing to the MSA Regional Secretary and COC prior to the event taking place.
- 20.4 Such competitor/rider may choose to be awarded once only in a Championship year, points equal to their best result for the year.
- 20.5 To be eligible for these points, an organiser must help set the course, and if possible, be a marshal or official on the race day. Points will not be awarded to competitors who have only done marshalling duty on race day.

21. ROUTE CONTROLS

- 21.1 A Route Checkpoint may be a manned "Tick Marshal" or unmanned "Stamper".
- 21.2 A warning marker shall be placed before a route checkpoint or road crossing. The nature of the terrain to be taken into consideration, alternatively a cordoned off funnel area or any such route control will serve as adequate notification of such impending road crossing or checkpoint.
- 21.3 Where the route of an event crosses a public road - Refer SSR 340 in the 2024 MSA SA National Cross Country Motorcycles SSR's:
- 21.4 Any competitor leaving the route will be subject to penalties should he/she not re-join at the same point he/she left it.

22. HELMET STICKERS/ STAMP CARDS

- Refer SSR 328 f) in the 2024 MSA SA National Cross Country Motorcycle SSR's.
Stamp cards and/or helmet stickers shall be issued at documentation.
The rider will be issued with a new stamp card for each lap which has to be clipped at each of the checkpoints en route.
- 22.1. Only one mark must be made at each checkpoint. In the event of more marks being made, the Chief Scorer and the Clerk of the Course shall decide if a penalty shall be incurred.
 - 22.2. Failure to clip at any of the checkpoints will render the rider liable to a penalty. Refer point 30 below. Judges of fact shall verify the number and authenticity of clips displayed on the cards.
 - 22.3. In the event of a rider not presenting his card at the end of each lap, it will be deemed that he has "lost" his card, that rider will be penalised, 1 lap. Refer point 30 below.
 - 22.4. If a rider loses his card he may not recover his card in the next lap.
 - 22.5. It is the responsibility of the rider to have his card clipped in a manner so that each clip is clearly recognizable.
 - 22.6. In the event of the Organiser changing the route control to helmet stickers, it is the responsibility of the rider to stop at the marshal point and allow the marshal sufficient time to mark the helmet sticker.
 - 22.7. The helmet sticker is to be fitted to the left side of the rider's helmet when wearing the helmet.
 - 22.8. Any competitor who does not hand in his event evaluation form or helmet sticker to race control before leaving the venue, will be considered a Non Finisher.
 - 22.9. At the end of three hours, the competitors will be stopped at the race control point, and their clock stamp cards recovered/retrieved and their finish times recorded. The Chief Scorer, the Clerk of the Course, plus any Judge of Fact in the race control area will resolve any discrepancies.

23. REFUELLING / OUTSIDE ASSISTANCE

Refer SSR 343 and 344 in the 2024 MSA SA National Cross Country Motorcycle SSR's

THE RACE

24. SEEDING OF RIDERS FOR THE START

24.1. Seeding Event

- a) A Seeding event to be held at the beginning of the season for all riders.
- b) Riders will be seeded for the First event of the season according to the times achieved at the seeding event.

24.2. Junior Event

- a) Junior Riders with a seeding time will start first in each class
- b) Junior Riders who have not taken part in the Seeding event will be started based on the preceding year's final class positions after the seeded riders in each class. Riders that have moved up from or changed their class will start after the seeded riders staying in that class

c) The start order for the second event will be based on the finish order from the previous race.

d) Regional 85cc riders will start ahead of Regional 65cc riders

24.3. Senior Event

- a) Riders with a Seeding Time will start first
- b) Riders without a seeding time will be started after the seeded riders based on the previous year's Overall Championship points.
- b) Seeding for the second event will be based on the current years Overall Championship points.
- c) Any clash with the seeding of any event will be resolved by the Clerk of the Course, whose decision will be final.

24.3 Regional Riders will start ahead of Clubmans riders. Leisure riders will start behind the Clubmans riders

25. **THE START**

- 25.1. Refer SSR 338 in the 2024 MSA SA National Cross Country Motorcycle SSR's
- 25.2. All riders must attend the riders "pre-race" briefing. All motorcycles/quads must be in the start impound area 30 mins before the advertised start time.
- 25.3. The riders will be started in seeded positions in rows. Any rider found displacing another machine will be placed on the back line.
- 25.4. The front and following rows of the start area will be marked to accommodate a safe number of riders as determined by the Clerk of the Course. The Start Rows will be numbered.
- 25.5. Changes to seeded start order are permitted only at the discretion of the Clerk of Course. Each competitor will be positioned on this grid by the Clerk of the Course, whose decision will be final. Once the Clerk of the Course has placed a rider on the starting grid, he may not change this position. Refer point 24).
- 25.6. For the start the riders will be seated on their motorcycles. The start will be with engines running.
- 25.7. There will be an approximately 15 second intervals between start times for each seeded row. The time will be adjusted at the end of the event for an overall result. The start interval may be amended at the discretion of the COC.
- 25.8. If it is noticed that a rider starts before the flag is dropped, a penalty will be imposed. Refer 30.9 below. To stop the race, red flags shall be shown.
- 25.9. The clubmans class shall start after the last Regional Championship class, or at the discretion of the Clerk of the Course.

26. **FINISHERS**

- 26.1. A cut off time of 60 minutes after three hours will be imposed for riders still on the track, which may be extended at the discretion of the Clerk of the Course when considered in conjunction with the average time taken to complete a lap.
- 26.2. To be considered a finisher a Rider must cross the finish line under his/her own power for that lap to be counted as a completed lap.
- 26.3. All riders need to have completed 1 lap to be a finisher. The number of laps scored will be the number of Laps completed. (A breakdown lap will be disregarded).

27. **RESULTS**

- 27.1. The rider, who completes the most number of laps in the lowest net time, after the addition of any penalties, will be declared the winner.
- 27.2. The provisional results shall be checked and signed by the Clerk of the Course, and then posted, with the time of posting noted.
- 27.3. The Chief Scorer and assistants shall be available to answer any queries after this.
- 27.4. Any protest against the provisional results is to be made in accordance with the procedures laid down in the 2024 MSA GCR Handbook.

28. **RESOLVING A TIE**

Refer SSR 322 b) in the 2024 MSA SA National Cross Country Motorcycle SSR's.

29. **SCORING FOR COURSE SETTERS AND ASSISTANTS / MARSHALS**

- 29.1. Riders may organise an event and will not be precluded from competing in that event.
- 29.2. Riders who assist in marking or developing a course, may do so only once in a year.

- 29.3. The names of these organisers must be submitted in writing to the MSA Regional Secretary and COC prior to the event taking place.
- 29.4. Such rider may choose to be awarded once only in a Championship year, points equal to their best result for the year.
- 29.5. To be eligible for these points, an organiser must help set the course, and if possible, be a marshal or official on the race day. Points will not be awarded to competitors who have only done marshalling duty on race day.

30. PENALTIES

30.1	1 missed checkpoint on a Lap	15 minutes
30.2	2 missed checkpoints on a Lap	30 minutes
30.3	3 missed checkpoints on a Lap	1 lap
30.4	Loss of a Clock card on any lap	1 lap or at the discretion of the COC
30.5	If a competitor returns an unrealistically fast lap time or it is obvious or reported that the competitor has deviated from the route	30 minutes per occurrence plus the estimated time advantage gained by the deviation/s
30.6	Executing a flying finish	10 minute
30.7	Rider replenishment at the time check control table	1 minute
30.8	Any person, riding a motorcycle without a helmet will result in the rider being penalised	15 minutes
30.9	Jump start - Juniors	5 minutes penalty or start at the back of the grid. At the discretion of the COC
30.10	Jump start - Seniors	10 minutes penalty or start at the back of the grid. At the discretion of the COC
30.11	Any rider failing to have a GPS record of the route they traversed	30 minutes or at the discretion of the COC (See GCR 177 – Scale of Penalties)

31. EXCLUSIONS

Refer SSR 351 in the 2024 MSA SA National Cross Country Motorcycle SSR's

- 31.1. Any assistance by a Marshal to a 65cc or 85cc rider is considered acceptable, so long as the assistance is afforded to all riders of these 2 classes.
- 31.2. Carrying any passengers during the race other than officials or stranded competitors.
- 31.3. Consuming drugs or alcohol before, or during the race.
- 31.4. Any rider found to have ridden over or in the vicinity of the route for a period of ~~30~~ 28 days prior to an event, who is not responsible for finding, marking and organising route for that event will be excluded. The foregoing, however, does not apply to legitimate participation in an event that may cross or use roads previously used within 28 days. Refer SSR 333 in the 2024 MSA SA National Cross Country Motorcycle SSR's). The only exception is a rider, who has been called in by the organisers, to advise or to represent the farmer in a technical capacity.
- 31.5. Not refuelling in the demarcated refuel area.
- 31.6. Carrying of fuel in any non-approved container on the motorcycle, or in a container not securely fixed to the motorcycle, whilst racing.
- 31.7. Any rider seen in taped off/excluded areas, or disobeying any instructions given at riders "briefing" concerning, among others, no-go routes or areas.
- 31.8. Any competitor "testing" a motorcycle before the event without the express permission of the Clerk of the Course.
- 31.9. After cut-off time riders shall not be permitted to ride motorcycles on the track, pit area or car park.

32. GENERAL

- 32.1 Sections of the route may be along narrow roads and tracks. Slower competitors are asked to move over, as soon as is possible, to allow faster riders to pass.
- 32.2 In the event of an accident causing injuries, competitors arriving at the scene first are required to

stop and render whatever assistance may be needed.

- a) Riders who lose time helping injured riders will be compensated by the Clerk of the Course whose decision is final. The GPS may be used to determine the time that is to be given back.
 - b) Injured riders must not be moved in any way as they could suffer further injuries whilst being moved. Any attempt to move the injured rider should only be made if the injured rider is at risk of sustaining further injuries should he be left in that position.
 - c) Riders are asked to try and obtain assistance from First Aid before attempting to move the injured party in any way.
 - d) The next Marshal encountered must be informed of the incident, in order to summon the proper assistance. Should the injured rider be carrying an I.D. tag on the handlebars of his motorcycle, remove it and hand it to the first marshal, or to race control, along with his approximate location and extent of injuries.
 - e) WHEN AN AMBULANCE OR RESCUE VEHICLE IS ENCOUNTERED EN ROUTE, IT HAS RIGHT OF WAY AT ALL TIMES.
- 32.3. No monies will be refunded to the rider who enters and does not start the race, unless organisers are advised in writing, at least 7 days prior to the running of the event. A R50.00 handling charge will be levied.
- 32.4. No monies will be refunded to any rider who comes under starters' orders.
- 32.5. Unless notified in writing to the contrary, entries are deemed to be accepted.
- 32.6. A committee member shall be selected to pre-run each course to ensure the maintenance of marking, and the safety of the course.
- 32.7. "Pit crew" refers to all persons who support a rider e.g., the riders mechanical crew, his family, friends and sponsor and/or Entrant, this list is not complete.